



**LARGE-SCALE RESIDENTIAL DEVELOPMENT AT SWORDS BUSINESS
PARK, GREENFIELDS, CO. DUBLIN**

EIA Screening Report

Jackie Greene Construction Limited

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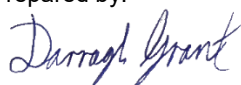
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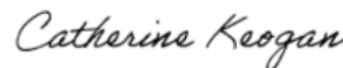
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1 INTRODUCTION

1.1 Background and Purpose

DNV has been commissioned by Jackie Green Construction to carry out an Environmental Impact Assessment ('EIA') screening assessment for mixed used development that constitutes a 'Large-Scale Residential Development' (LRD) ('Proposed Development') at a site measuring c. 2.22 Ha located principally at Swords Business Park, Greenfields, Swords, Co. Dublin ('the site').

The purpose of this report is to provide environmental information for Fingal County Council (FCC) to determine the need for a statutory environmental impact assessment.

In line with the requirements as set out in Schedule 7 and 7a of the Planning and Development Regulations 2001, the EIA screening report is structured as follows:

- Introduction – background to EIA legislation, purpose of the EIA screening, methodology and approach, and competency of the authors;
- Part A – provides site location, site description and project description (in line with Schedule 7 of the Planning and Development Regulations 2001)
- Part B – provides an appraisal of the proposed development against the criteria of project categorise listed in Schedule 5 of the Planning and Development Regulations/
- Part C – provides an appraisal of the potential effects (in accordance with Schedule 7 and 7a of the Planning and Development Regulations.
- Summary and Conclusion.

1.2 Purpose of EIA Screening

The objective for screening is to determine if a project should be subject to a statutory EIA. Appendix 1 provides a description of the legislative requirements for environmental impact assessment within Ireland.

EIA is a formal process by which the effects of certain types of development projects on the environmental are identified, assessed and reported in order for the effects to be taken into consideration by the relevant competent authority when considering whether to grant planning permission.

The European Union Directive 2011/92/EU as amended by Directive 2014/52/EU is transposed into Ireland's planning legislation through the Planning and Development Act 2000 (as amended).

Schedule 5 of the Planning and Development Regulations 2001 (as amended) set out projects that will be subject to statutory environmental impact assessment. Projects listed in Schedule 5, Part 1 of the regulations will be subject to mandatory EIA assessment.

Projects listed in Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended) will be subject to environmental impact assessments should they exceed project category size thresholds and criteria.

1.3 Competency of the Authors

This EIA screening report has been prepared by Darragh Grant, Environmental Consultant with DNV. Darragh is an EIA practitioner with a bachelor's degree in Zoology (University College Dublin) and a master's degree in environmental & Climate Law (University College Dublin).

This EIA screening report has been reviewed by Michelle Gaffney, Senior Environmental Consultant with DNV. Michelle holds a B.A (Hons) in Earth Science from Trinity College and is currently advancing expertise through a part-time MSc in Environmental Sustainability at University College Dublin. Michelle has been involved in the technical input into a range of Environmental Impact Assessment Report Chapters and has been involved in the project management and delivery of a range of EIARs of a similar scale and nature to the Proposed Development.

The report has been reviewed and approved by Catherine Keogan, Technical Director and EIA Lead at DNV. Catherine is an environmental consultant with 37 years' experience in science, 20 years in consultancy, specialising in EIAs for large-scale residential, commercial developments, pharmaceutical, BESS and solar projects working closely with a range of developers, planning consultants and architects within the public and private sector. Catherine has a B.Sc. (Hons) in Analytical Science and a Post Graduate Diploma in Renewable Energy Technology Systems.

2 PART A SITE LOCATION AND DESCRIPTION

2.1 Site Location

The site extends to 2.22 Ha at Greenfields Swords Business Park and principally bound: to the north by an access road and ancillary car park to serve Swords Business Park; to the east by the M1 Motorway; to the south by Mantua Road; and to the west by an access road across to serve Swords Business Park. The application site also extends to include parts of the access road to the west and north for footpath, landscape and foul drainage connection works; Mantua Road to the west for foul drainage connection works; and the green strip to the south at Mantua Road for a pedestrian and cyclist connection. The site location is outlined in Figure 2-1.



Figure 2-1 Site Location Map

2.2 Site Description

The site is currently a greenfield site, and the surrounding lands comprise a mix of commercial, industrial and residential uses. Lands to the east include the M1 Motorway and those in agricultural/pastural use.

There are no national or international designated ecological sites at or adjacent to the site. The nearest European designated sites are the Malahide Estuary Special Area of Conservation (SAC) (Site Code: 00205), located approximately 210m to the north of the site and the Malahide Estuary Special Protection Area (SPA) (Site code:004025), approximately 210m to the northeast of the site. There nearest nationally designated site is the Malahide Estuary proposed Natural Heritage Area (pNHA) (Site Code: 000205), located approximately 250m to the east of the site.

Upon review of the Fingal Development Plan (2023-2029), there are no public rights of way or planned pieces of strategic infrastructure or any important tourist sites affected by the Proposed Development. One view to be preserved has been identified along Estuary Road, oriented northeast towards the Broadmeadow Estuary. This view is located approximately 0.3 km northeast of the Proposed Development and is unlikely to be affected by the Proposed Development due to its position southwest of the Broadmeadow Estuary (i.e. away from the subject site).

The Proposed Development is located in Flood Zone C and is therefore deemed appropriate in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).

The closest waterbody to the site is the Greenfields Stream (WPD Name: Gaybrook_010, EU Code: IE_EA_08G080700), which, according to the EPA mapping online (EPA, 2026), traverses the site and discharges into the Broadmeadow Water Transitional Waterbody (EU Code: IE_EA_060_0100). The bedrock aquifer within the Dublin Groundwater body (GWB) (EU Code: IE_EA_G_008) beneath the site is classified by the GSI (GSI, 2026) as a Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones.

The site does not lie within or adjacent to any designated geological heritage sites. The closest site is Feltrim Quarry (Code: DF005) located approximately 2.5km to the south east of the site. The topography of the site is sloping gently towards to centre of the site.

The soil underlying the site is classified by the EPA (2025) as 'Urban' and 'Crosstown' comprising fine loamy drift with siliceous stones. The underlying subsoils at the site are described primarily as Limestone till, with a small portion to the west of the site comprised of Made Ground. The bedrock geology underlying the site is classified as the 'Malahide Formation' and comprises argillaceous bioclastic limestone, shale.

The site is not located within an Architectural Conservation Area (ACA). There are no archaeological sites (as recorded by the Archaeological Survey of Ireland) located within the Proposed Development site, the closest is classified as an earthwork (DU011-036----) and located approximately 340m to the west of the site, within the townland of Seatown West. There are no structures listed in the National Inventory of Architectural Heritage (NIAH) within the site boundary or in close proximity to the Proposed Development site.

The site is located within the Swords- Seatown Electoral Division (ED) which had a population of 7,465 persons as recorded in the CSO 2022 census. The Proposed Development Site is highly accessible from a public transport perspective and is within a short distance of key employment locations such as Swords village.

The Proposed Development includes for cycle parking provision and is designed to support active travel, in line with national and local transport and climate objectives.

2.2.1 Existing and Approved Land Use

The site is zoned as 'MRE - Metro and Rail Economic Corridor'; which has an objective "Facilitate opportunities for high-density mixed-use employment generating activity and commercial development and support the provision of an appropriate quantum of residential development within the Metro and Rail Economic Corridor." The Proposed Development aligns with this objective by delivering a mixed used development consisting of 289 no. residential units, retail/commercial unit (701 sq m); and crèche (418 sq m)

2.3 Site Planning History

The following data sources have been used to review the site planning history.

- Fingal County Council website: <https://www.fingal.ie/>

- An Coimisiún Pleanála website: <http://www.pleanala.ie/>
- EIA Portal, as provided by the Department of Housing, Planning and Local Government: <https://housinggov.ie/maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>
- National Planning Application Database, as provided by the Department of Housing, Planning and Local Government: <https://housinggov.ie/maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>

Table 2-1 provides a history of the planning permissions at the site.

Planning Reference	Development Proposal	Decision
F94A/0575	Erection of distributor roads and ancillary site development works. Mantua/Greenfields, Seatown Road, Swords, Co. Dublin.	GRANT PERMISSION 21/12/1994
F00A/0054	Development comprising approx. 17,636 sq. m. enterprise and employment floor space for office use including the handling and processing of information, research and development of products, and science and technology based processes; all in seven buildings ranging in height from three to four storeys: 678 car parking spaces including 14 spaces for mobility impaired persons; 56 parking spaces for motorcycles and 126 bicycle spaces: bus lay-by; site development and landscape works; all on a site of some 2.1 hectares. [LOCATION] Swords Business Park, Swords, Co. Dublin.	GRANT PERMISSION 31/08/2000
ABP- 316642	Inclusion of the land on the Residential Zoned Land Tax draft map	15/08/2023 Confirm the determination of the local authority

3 PROJECT DESCRIPTION

The Proposed Development provides for a mixed-use development with a gross floor area of 30,358 sq m and principally comprised in 5 No. blocks (A–E), with heights ranging from 1 No. to 9 No. storeys.

The proposed block heights are as follows:

- Block A is 6 No. to 7 No. storeys;
- Block B is 6 No. to 7 No. storeys;
- Block C is 6 No. to 7 No. storeys;
- Block D is 6 No. to 9 No. storeys;
- and Block E is 1 No. to 9 No. storeys.

The development consists of 289 No. residential apartments (60 No. 1-bed, 200 No. 2-bed and 29 No. 3-bed); retail/commercial unit (701 sq m); and crèche (418 sq m) with outdoor play area (42 sq m).

Permission is also sought for: new multi-modal site entrance to the west; minor relocation of existing northern site entrance to the east; internal road, cycle and footpath network; 132 No. car parking spaces; 13 No. motorcycle parking spaces; cycle parking; hard and soft landscaping, including public open space, communal amenity space (at-grade and as roof gardens atop Block D and Block E) and incidental open space; private amenity space as balconies and terraces facing all directions; public lighting; bin stores; plant rooms; 2 No. sub-stations; green roofs; rooftop plant, PV panels, telecommunications infrastructure, lift overruns and automatic opening vents; and all associated works above and below ground.

The Proposed site layout is shown in Figure 3-1.

3.1 Construction Phase

A Construction Environmental Management Plan (CEMP) has been prepared by AWN Consulting (AWN) (2026a), which states that the construction works associated with the Proposed Development will be undertaken in a single phase. Construction work is expected to commence in approximately the first quarter (Q1) 2027 with an approximately 24-36 months programme.

The works will include:

- Site set up, welfare facilities and compound establishment, decommissioning and movement of site compound and facilities as needed;
- Set up of hoarding around compound and site boundary; and
- Erection of safety signage to all areas and implementation of traffic/pedestrian management plan.

3.2 Operational Phase

The Operational Phase of this Proposed Development will consist of the normal day to day operations necessary for the occupation, use and ongoing maintenance of residential units, the retail/commercial units and the crèche, consistent with the neighbouring land use in the area.



Figure 3-1 Proposed Site Layout (MCORM Architects, 2026)

4 PART B REVIEW AGAINST SCHEDULE 5 PROJECT CATEGORIES

As a mixed-use development, the project falls under the following relevant category of Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended) (see Appendix 2 Sub Threshold Development).

- Category 10. (b) infrastructure projects

Within this category of projects, the screening appraisal has considered [Six] sub-project categories that may be relevant [10(b)(i), 10(b)(ii), 10(b)(iv)].

The other project categories to consider in Schedule 5, Part 2 that have been considered are:

- Category 13(c) any change or extension of development;
- Category 15 any projects (sub-threshold) but which would likely to have significant effects on the environment.

Table 4-1 provides a review of the project against the above selected project categories.

Table 4-1 Review against the Schedule 5, Part 2 project categories criteria and thresholds

Category Reference	Description of the criteria, size and threshold	Appraisal summary	Above or below the category threshold?
Part 10 (b) (i).	Construction of more than 500 dwelling units.	Construction of more than 500 dwelling units.	The Proposed Development provides 289 No. residential units. As the number of dwelling units is below the 500-unit threshold, the Proposed Development is considered sub-threshold for the purposes of mandatory EIA under this category. Below the category size threshold
Part 10 (b) (ii).	Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.	A total of 145 parking spaces are proposed (132 No. Car parking and 13 no. motorcycle parking spaces) to serve the Proposed Development, which is below the category size threshold.	No- below the category size threshold.

Category Reference	Description of the criteria, size and threshold	Appraisal summary	Above or below the category threshold?
10(b) (iii)	Construction of a shopping centre with a gross floor space exceeding 10,000 square metres	The retail/commercial unit proposed is 701 sq m, which is therefore below the category threshold;	No Below the category threshold
Part 10 (b) (iv).	Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)	The Proposed Development comprises a mixed-use development within Swords Business Park and therefore may be considered to constitute an "urban development project" for the purposes of Part 10(b)(iv) of Schedule 5 of the Planning and Development Regulations 2001–2024. Under this category, a threshold of 2 hectares applies where the development is located within a "business district", defined as an area within a city or town in which the predominant land use is retail or commercial. Where this definition is not met, a threshold of 10 hectares applies in other parts of a built-up area. While the surrounding area contains elements of retail and commercial development, the overall land use context is mixed in nature. Adjacent and nearby uses include light industrial, logistics and distribution, manufacturing, public/institutional uses, residential development, agricultural lands, and the Broadmeadow Estuary to the east. The site itself is currently undeveloped greenfield land. Having regard to the diversity of surrounding land uses, and the presence of substantial non-retail and non-commercial uses, it is considered that the receiving environment does not constitute a "business district" within the meaning of the Regulations. Accordingly, the 2-hectare threshold for a business district is not applicable. The relevant threshold is therefore 10 hectares. The total gross site area of the Proposed Development is approximately 2.22 hectares, inclusive of ancillary works. This is significantly below the applicable threshold and, therefore, the Proposed Development	No- Below the category size threshold

Category Reference	Description of the criteria, size and threshold	Appraisal summary	Above or below the category threshold?
		is considered sub-threshold under this category.	
Part 13 (c)	Any change or extension of development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, which would result in the demolition of structures, the demolition of which had not previously been authorised, and where such demolition would be likely to have significant effects on the environment, having regard to the criteria set out under Schedule 7.	The Proposed Development will not consist of demolition on the site. The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this report's conclusions.	To be determined by Part C of this EIA Screening
Part 15	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7	The Proposed Development will be reviewed having regard to the criteria set out in Schedule 7. The findings of this review will be detailed in this report's conclusions.	To be determined by Part C of the EIA screening appraisal

4.1 Part B Conclusion

As the size, scale and use of the Proposed Development does not exceed any of the category size thresholds of Part 10b infrastructure developments specified it is considered a sub-threshold development.

The likelihood of significant environmental effects for Part 2 Category 13c and 15 is considered in Part C.

5 PART C LIKELIHOOD OF POTENTIAL EFFECTS

As set out in Schedule 7 of the Planning and Development Regulations (Appendix 3), consideration has been given to the use of natural resources, waste generation, pollution and nuisances, the magnitude and extent of the impact, nature of the impact, transboundary nature, intensity and complexity of the impact, the probability, the expected onset, duration, frequency and reversibility of the impact and the cumulation of the impact with existing and or approved projects.

The following topics have been considered as part of the appraisal:

- Use of natural resources;
- Risk of major accidents and disasters;
- Population and human health;

- Air quality and climate;
- Noise and vibration;
- Daylight and sunlight;
- Soils and Geology;
- Hydrology and Hydrogeology;
- Biodiversity and Ecology;
- Archaeology, Architecture and Cultural Heritage;
- Landscape and Visual; and
- Transport and Material Assets (Utilities)

5.1 Use of Natural Resources

The main use of resources will be the construction materials used during the construction phase. There will also be a requirement for energy use (fuel for construction vehicles, electricity for tools) and a requirement for the removal of construction waste.

The re-use of soil offsite will be undertaken in accordance with all statutory requirements and obligations including where appropriate re-use as by-product in accordance with Article 27 of the European Communities (Waste Directive) Regulations 2011 (SI No. 126 of 2011) as amended.

Any surplus soil not suitable for re-use as a by-product and other waste materials arising from the construction phase will be removed offsite by an authorised contractor and sent to the appropriately authorised (licensed/permitted) receiving waste facilities. As only authorised facilities will be used, the potential impacts at any authorised receiving facility sites will have been adequately assessed and mitigated as part of the statutory consent procedures.

In addition, the project will generate construction waste, which will be managed in accordance with the CEMP (AWN, 2026a) and the Resource Waste Management Plan (RWMP) (AWN, 2026b).

The RWMP (AWN, 2026b) states that the Client and Design Team have integrated the 'Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects' into the design workshops and into the project design, to help review processes, identify and evaluate resource reduction measures and investigate the impacts on cost, time, quality, buildability, second life and management post construction. Undertaken at the outset and during project feasibility and evaluation, the Client and Design Team considered:

- Establishing the potential for reuse of natural site materials (including topsoil, subsoil, vegetation and existing boundary features), noting that the site is greenfield with no existing buildings or hard structures;
- Identifying opportunities to retain or reuse natural site assets, as no refurbishment or demolition works are required for the Proposed Development; and
- Enabling the optimum recover of natural assets on site.

With regard to waste prevention and minimisation at the pre-procurement stage, the Design Team will:

- Discuss proposed design solutions to reduce waste generation at source;
- Encourage innovation in tenders and incentivise competition to recognise sustainable approaches;
- Engage with the Main Contractor and subcontractors/suppliers to explore options for packaging reduction, including:
 - Adoption of 'Just-in-Time' delivery strategies; and
 - Implementation of ordering procedures that avoid excessive material waste.

Waste generated during operational phase will be collected and disposed of by licensed waste management contractors, with separate dedicated waste storage areas being provided for municipal waste and commercial waste from the commercial floorspace. An Operational Waste Management Plan (OWMP) has been prepared by AWN (2026c) as part of this application produced in line with FCC guidance.

An Engineering Infrastructure Report has been prepared for the Proposed Development by (Roger Mullarkey & Associates, 2026a) There are no known public foul drainage services on the site. There are existing private foul drainage systems in the surrounding area, but the Proposed Development intends to construct a new foul pumping station on the site to cater for the development with a rising main extending to the Seatown Road roundabout at the R132 Dublin Road.

Water supply for the Proposed Development has been confirmed as feasible by Uisce Éireann (ref: CDS25000867), subject to upgrades. The Proposed Development's drinking water supply connection will be from the existing 150mm Uisce Éireann watermain immediately adjacent to the site boundary on the west side of the site.

A higher Building Energy Rating (BER) can reduce energy consumption and thus reduce the use of natural resources required during the operational phase. As detailed in the Building Lifecycle Report prepared by MCORM (2026), a Building Energy Rating (BER) Certificate will be provided for each dwelling in the Proposed Development which will provide detail of the energy performance of the dwellings. It is proposed to target an A2/ A3 rating for the units, this will equate to the following emissions- A2- 25 to 50kwh/m² with CO₂ emissions circa 10kgCO₂/m²/ year and A3- 51 to 75kwh/m² with CO₂ emissions circa 12kgCO₂/m²/ year.

It is considered that no likely significant effects in respect of use of natural resources will likely arise as a result of the construction or operational phase Proposed Development.

5.2 Risk of Major Accidents and/or Disasters

The site is not located in an area which is anticipated to be at risk of foreseeable major disasters or accidents. The vulnerability of the Proposed Development to major accidents or disasters is likely to be related to flood risk and the potential impact that climate change may have on this. The site is located within Flood Zone C and has a low risk of flooding.

A Site-Specific Flood Risk Assessment (SSFRA) has been prepared by Roger Mullarkey and Associates (2026b) and concluded that the site is suitable for the Proposed Development and has an overall low risk of being affected by flooding. The potential for the Proposed Development to result in any major accidents and /or disasters can be considered low due to the adherence to all standard health and safety procedures.

All construction activities will be undertaken in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 and other applicable health and safety legislation. Emergency response procedures, including fire safety and spill containment, will be implemented as part of standard site management protocols.

During the operational phase, the Proposed Development will incorporate fire safety systems, secure access controls, and comply with relevant building and environmental regulations to minimise risk.

The potential for the Proposed Development to result in any major accidents and /or disasters can be considered low due to the adherence to all standard health and safety procedures.

5.3 Population and Human Health

All construction activities will be carried out in accordance with the Safety, Health and Welfare at Work Act 2005 and the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). These regulations set out the legal requirements for health, safety, and welfare on construction sites.

During the construction phase, best management practices and good housekeeping will be implemented to minimise risks to human health. Temporary impacts such as noise, dust, and vibration will be mitigated through standard measures including dust suppression, noise control, and restricted working hours.

The CEMP (AWN, 2026a) ensures that all applicable environmental health and safety regulations are complied with throughout the construction phase thereby ensuring that this phase of the Proposed Development will not result in significant effects on human health or the environment.

The site is located within the Swords- Seatown Electoral Division (ED) which had a population of 7,465 persons as recorded in the CSO 2022 census. The construction phase will provide for an increase of employment in the area which is believed to have a positive impact on human health and the population of the area. The construction phase is likely to give rise to common construction related nuisances including noise and dust; however, these will be short term and will be managed in accordance with the CEMP prepared by AWN (2026a).

The operational phase will result in an increase in the population of the area, and it will have a positive impact on the long-term supply needs of housing in the Swords area.

A Social Infrastructure Audit (SIA) has been prepared by Thornton O'Connor (2026) for the Proposed Development. This report established the capacity of the existing social infrastructure within a 1.0 km study area surrounding the Proposed Development, to support the needs of the existing population and future residents. The following categories were utilised when assessing social infrastructure within the 1.0 km radius study area:

- Education and Training Services;
- Childcare Facilities;
- Social, Community and Cultural Facilities;
- Healthcare and Emergency Services;
- Open Space and Recreation
- Religious Institutions; and
- Retail Centres and Services.

The SIA concludes that there is an adequate supply of education, healthcare, and community facilities within reasonable walking distance of the subject lands, as well as a number of parks and amenity areas, playing pitches and sporting facilities available to local residents. The area has a frequent public transport link to quickly connect the subject site directly to a wider range of facilities located in nearby town centre and Dublin City Centre. The Proposed Development will stitch into an already established neighbourhood with adequate local facilities.

The survey carried out as part of the SIA identified a large range of community facilities within the study area. Some 45 no. social infrastructure facilities were identified within a radius of 1km of the subject site (38 no. excluding schools and childcare), with that figure increasing to 176 no. social infrastructure facilities located within 2km of the subject site (143 no. excluding schools and childcare).

Overall, healthcare, sports and recreation, community, education, and other facilities are all well represented within the area and cater for the existing and proposed new residential community. While a current shortage in childcare spaces was identified in the childcare survey, it is expected that the significant granted pipeline of new childcare facilities will address this shortfall into the future, alongside the childcare facility proposed as part of this scheme.

In its conclusion, the SIA states that the size of the Proposed Development is unlikely to impact on the quality of services and facilities currently available in the locality.

It is therefore considered that the Proposed Development will not give rise to any likely significant population and health effects.

5.4 Air Quality and Climate

As part of the implementation of the Framework Directive on Air Quality (1996/62/EC, four air quality zones have been defined in Ireland by the EPA for air quality management and assessment purposes.

The main areas defined in each zone are:

- Zone A: Dublin Conurbation
- Zone B: Cork Conurbation
- Zone C: Other cities and large towns comprising Limerick, Galway, Waterford, Drogheda, Dundalk, Bray, Navan, Ennis, Tralee, Kilkenny, Carlow, Naas, Sligo, Newbridge, Mullingar, Wexford, Letterkenny, Athlone, Celbridge, Clonmel, Balbriggan, Greystones, Leixlip and Portlaoise.
- Zone D: Rural Ireland, i.e., the remainder of the State excluding Zones A, B and C.

The site is located in Swords, Co Dublin and falls into 'Zone A' of Ireland which is described by the EPA as 'Dublin Conurbation'. It is expected that existing ambient air quality in the vicinity of the site is characteristic of an urban location with the primary source of air emissions such as particulate matter, nitrogen dioxide (NO₂) and hydrocarbons likely to be of traffic, aviation, industrial activities, combustion and agriculture, and domestic fuel burning.

The Proposed Development involves construction works which may temporarily impact on air quality due to dust emissions. According to the Institute of Air Quality Management (2024), the main air quality impacts associated with construction are typically:

- Dust deposition and surface soiling;
- Visible dust plumes;
- Elevated particulate matter (PM₁₀) concentrations due to dust generating activities onsite;
- Increase in airborne particles and nitrogen dioxide due to exhaust emissions from diesel powered vehicles and machinery onsite and vehicles accessing the site.

Any potential dust impacts will be localised in nature and last only for the duration of these works. Nevertheless, the site will be managed in accordance with the CEMP (AWN, 2026a), which outlines the following measures to be implemented to ensure impacts on air quality are minimised:

Site Management

- *Complaint registers will be kept detailing all telephone calls and letters of complaint received in connection with construction activities, together with details of any remedial actions carried out;*
- *Equipment and vehicles used on site will be in good condition such that emissions from diesel engines etc. are not excessive; and*
- *Pre-start checks will be carried out on equipment to ensure they are operating efficiently and that emission controls installed as part of the equipment are functional.*

Dust deposition levels will be monitored, if requested by the local authority or if complaints are received, to assess the impact that site activities may have on the local ambient air quality. If requested the following procedure will be implemented:

- *The dust deposition rate will be measured by positioning Bergerhoff Dust Deposit Gauges at strategic locations near the boundaries of the site for a period of 30 (+/- 2) days if required. Monitoring should be conducted as required during periods when the highest levels of dust are expected to be generated i.e., during site preparation works and soil stripping activities;*
- *The exact locations will be determined after consideration of the requirements of Method VDI 2119 with respect to the location of the samplers relative to obstructions, height above ground and sample collection and analysis procedures;*
- *After each 30 (+/- 2) days exposure period, the gauges will be removed from the sampling location, sealed and the dust deposits in each gauge will be determined gravimetrically by an accredited laboratory and expressed as a dust deposition rate in mg/m²/day in accordance with the relevant standards; and*
- *Technical monitoring reports detailing all measurement results, methodologies and assessment of results shall be subsequently prepared and maintained by the Site Manager. A limit value of 350 mg/m²/day will be used in comparison with recorded values.*

Dust Control Measures

The aim is to ensure good site management by avoiding dust becoming airborne at source. This will be done through good design, planning and effective control strategies. The siting of construction activities and the limiting of stockpiling will take note of the location of sensitive receptors and prevailing wind directions in order to minimise the potential for significant dust nuisance. In addition, good site management will include the ability to respond to

adverse weather conditions by either restricting operations on site or using effective control measures quickly before the potential for nuisance occurs.

- During working hours, technical staff will be available to monitor dust levels as appropriate and
- At all times, the dust management procedures put in place will be strictly monitored and assessed.

The dust minimisation measures will be reviewed at regular intervals during the construction phase to ensure the effectiveness of the procedures in place and to maintain the goal of minimisation of dust generation. In the event of dust nuisance occurring outside the site boundary, site activities will be reviewed and procedures implemented to rectify the problem. Specific dust control measures to be employed are presented below.

Site Routes

- A speed restriction of 20 km/hr will be applied as an effective control measure for dust for onsite vehicles or delivery vehicles within the vicinity of the site;
- Bowsters will be available during periods of dry weather throughout the construction period. Research for example, 'USEPA (1997) Fugitive Dust Technical Information Document for the Best Available Control Measures', has been to find that the effect of surface watering is to reduce dust emissions by 50%. The bowster will operate during dry periods to ensure that unpaved areas are kept moist. The required application frequency will vary according to soil type, weather conditions and vehicular use; and
- Any hard surface roads will be swept to remove mud and aggregate materials from their surface while any unsurfaced areas shall be restricted to essential site traffic only.

Excavation

- During dry and windy periods, and when there is a likelihood of dust nuisance, watering shall be conducted to ensure moisture content of materials being moved is high enough to increase the stability of the soil and thus suppress dust;
- During periods of very high winds (gales), activities likely to generate significant dust emissions should be postponed until the gale has subsided; and
- The movement of trucks containing materials with a potential for dust generation to an off-site location will be enclosed or covered.

Stockpiling

- Overburden material will be protected from exposure to wind by storing the material in sheltered parts of the site, where possible storage piles should be located downwind of sensitive receptors regular watering will take place during dry/windy periods to ensure the moisture content is high enough to increase the stability of the soil and suppress dust.

Site Traffic on Public Roads

- Vehicles delivering material with potential for dust emissions to an off-site location shall be enclosed or covered at all times to restrict the escape of dust;
- Any hard surface site roads will be swept to remove mud and aggregate materials from their surface while any unsurfaced roads shall be restricted to essential site traffic only;
- A power washing facility or wheel cleaning facility will be installed near to the site compound for use by vehicles exiting the site when appropriate;
- Road sweepers will be employed to clean the site access route as required;
- Measures will be undertaken to ensure that mud is not swept onto the landowner facilities;
- Vehicles will be inspected prior to leaving site to ensure they are not overloaded;
- Operatives will be made aware of the correct access/egress routes by site management; and
- Banksman will clear any large debris immediately.

General

The pro-active control of fugitive dust will ensure that the prevention of significant emissions, rather than an inefficient attempt to control them once they have been released, will contribute towards the satisfactory management of dust by the construction contractor. The key features with respect to control of dust will be:

- *The specification of a site policy on dust and the identification of the site management responsibilities for dust issues;*
- *The development of a documented system for managing site practices with regard to dust control;*
- *The development of a means by which the performance of the dust minimisation plan can be regularly monitored and assessed; and*
- *The specification of effective measures to deal with any complaints received.*

A Climate Action and Energy Statement prepared by M&E Consulting Engineers (2026) confirms that the proposed development has been designed in accordance with Part L of the Building Regulations (Conservation of Fuel and Energy) and the Nearly Zero Energy Building (NZEB) standard. Compliance is achieved through a fabric-first design approach, enhanced airtightness, and the integration of high-efficiency building services, including low-carbon heating systems and on-site renewable energy technologies such as Air Source Heat Pumps (ASHPs) and solar photovoltaic (PV) panels.

Preliminary DEAP and BER assessments, together with Part L compliance calculations, indicate that the proposed dwelling types are expected to achieve A-rated BER standards. Energy Performance Coefficient (EPC) and Carbon Performance Coefficient (CPC) values are projected to remain within the prescribed regulatory limits. Subject to detailed design, specification, and commissioning at construction stage, the development will comply with all applicable Part L performance requirements.

The proposed development is therefore considered to align with the objectives of the Fingal Development Plan 2023–2029 in respect of energy efficiency, climate action, and sustainable residential development.

A Building Lifecycle Report prepared by MCORM (2026), details a range of low-energy technologies incorporated into the Proposed Development, to meet the requirements of Part L of the Building Regulations and the NearZero Energy Building standard. The specific combination from the list below will be decided on and then implemented to achieve the A2/A3 BER Rating.

- Condensing Boilers;
- Mechanical Ventilation Heat Recovery;
- PV Solar Panels;
- Air Source Heat Pump; and
- E-car Charging Points

There is the potential for combustion emissions from onsite machinery and traffic derived pollutants of carbon dioxide (CO₂) and nitrous oxide (N₂O) to be emitted as a result of the proposed construction works. However, due to the size and duration of the construction phase, and the mitigation measures proposed, the effect on national GHG emissions will be insignificant in terms of overall national contributions and Ireland's obligations under the Paris Agreement and therefore the Proposed Development will have no likely significant adverse effects on air quality and climate.

It is concluded that the Proposed Development will not result in significant adverse air quality and climate related effects.

5.5 Noise and Vibration

Noise exposure can cause a variety of effects including annoyance, sleep disturbance, raised stress levels, work impacts for commercial receptors or individuals who work from home

There will be an increase in noise and vibration levels during the construction phase. However, these impacts will be localised, intermittent, and last only for the duration of this phase. It is not considered that noise levels from the

Proposed Development will be significant during these works due to the urban nature of the surrounding environment and the control measures imposed. Noise and vibration levels will be controlled to ensure that the development is operated in a way that minimises detrimental impact to the amenities of local residents. The following codes will be followed during the construction phase:

- BS 5228:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites – Noise; and
- BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Vibration.

There is currently no statutory Irish guidance for construction noise requirements from noise during the construction phase of a project.

In the absence of specific noise limits, the appropriate criteria for the allowable construction noise levels may be found in British Standard BS 5228 – 1:2009+A1:2014 *Code of practice for noise and vibration control on construction and open sites – Noise*. The standard (BS5228–1:2009+A1) provides examples of acceptable limits for construction and/or demolition noise in both subjective and objective form. For example, paragraph E.2 of the standard states:

“Noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut.”

Paragraph E.2 goes on to state:

“Noise levels between 07:00 and 19:00hrs, outside the nearest window of the occupied room closest to the site boundary should not exceed:

- *70dB in rural, suburban and urban areas away from main road traffic and industrial noise;*
- *75dB in urban areas near main roads in heavy industrial areas.”*

Typically, local councils refer to BS 5228 Part 1 as a method to control construction noise from sites on the local environment. This standard is therefore the de facto appropriate standard in the absence of regulatory guidance.

Based on paragraph E.2 of BS 5228 the following criteria is adopted for the Proposed Development:

- For residential properties it is considered appropriate to adopt the 70dB(A) criterion; and
- For non-residential locations it is considered appropriate to adopt the higher category values of 75dB(A) during the day. These will only be considered as noise sensitive during office hours.

These limit values are also in agreement with those set by Transport Infrastructure Ireland (TII) for construction projects. Buildings other than dwellings which have a residential function will be considered for the lower noise limit, this including hotels, B&Bs, student accommodation, co-living developments etc. This is in line with the guidance and definition of noise sensitive residences of EPA NG4. Table 5-1 outlines the project criteria in tabular form.

Table 5-1 BS 5228 Threshold Levels

	Threshold value, in decibels (dB) (L _{Aeq})
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Assessment Category and Threshold Value Period	Category A ¹	Category B ²	Category C ³
Daytime (07:00 – 19:00); and Saturdays (07:00 – 14:00)	65	70	75
Evenings and weekends ⁴	55	60	65
Night-time (23:00 to 07:00hrs)	45	50	55

Table 5-2 presents the TII indicative levels of acceptable construction noise from the TII publication *Good Practice Guidance for the Treatment of Noise during Planning of National Road Schemes*, March 2014. These noise limits are applied during the construction of road infrastructure projects at the façade of Noise Sensitive Locations (NSLs).

Table 5-2 TII Indicative Levels for Construction Noise

Day	Working Hours	Level, dB L _{Aeq}	Maximum, dB L _{Amax}
Monday to Friday	07:00 to 19:00	70	80
	19:00 to 22:00	60*	65*
Saturday	08:00 to 16:30	65	75
Sundays and Bank Holidays	08:00 to 16:00	60*	65*

Note * Construction activity at these times, other than that required for emergency works, will normally require the explicit permission of the local authority.

The TII limits set out in Table 5-2 will apply at all NSLs during the construction phase.

In the unlikely event that construction works were to be required during the night-time period, advice in relation to establishing significant construction noise effects as set out in BS5228-1:2014+A1 – Code of practice for noise and vibration control on construction and open sites. Annex E of BS5228 allows for the designation of a noise sensitive location into a specific category (A, B or C) through consideration of existing ambient noise levels in the absence of construction noise. With reference to the measured ambient noise levels at the Proposed Development site, it is expected that Category A values would be appropriate for night-time, i.e., 45 dB L_{Aeq} for the period 23:00 – 07:00

¹ Category A: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are less than these values.

² Category B: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are the same as category A values.

³ Category C: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are higher than category B values.

⁴ 19:00 – 23:00 weekdays, 13:00 – 23:00 Saturdays and 07:00 – 23:00 Sundays.

hrs. Construction activity at these times, other than that required for emergency works, will require the explicit permission of FCC.

Vibration criteria for the Proposed Development have been developed based the guidance on construction vibration prediction, assessment and control contained within British Standard *Code of Practice for Noise and Vibration Control on Construction and Open Sites Pt 2: Vibration*.

Humans are sensitive to vibration and can feel vibration long before it becomes an issue in terms of cosmetic damage or structural damage to buildings. Vibration causes nuisance to humans as it is assumed that if vibration can be felt then damage to the building or structure is inevitable.

Table 5-3 Guidance of Effects of Vibration Levels on Residents/People

Vibration Level	Description
0.14mm/s	Vibration might just be perceptible for frequencies normally associated with construction vibration. People are less sensitive to lower frequency vibration.
0.3mm/s	Vibration might just be perceptible in residential environments.
1.0mm/s	It is likely that vibration at this level in a residential environment will cause complaints. It can be tolerated, if prior warning and explanation is given to residents.
10.0mm/s	Vibration is likely to be intolerable for any more than a brief exposure to this level.

Table 5-4 Transient Vibration Guide for Cosmetic Damage

Type of Building	Peak Component Particle Velocity (PPV)	
	4 Hz to 15 Hz	15 Hz and above
Reinforced or framed structures / industrial and heavy commercial buildings	50 mm/s at 4 Hz and above	50mm/s at 4 Hz and above
Unreinforced or light framed structures. Residential or light commercial buildings ⁵	15mm/s at 4 Hz increasing to 20mm/s at 15 Hz	20mm/s at 15 Hz increasing to 50mm/s at 40 Hz and above

The type of buildings near the development are primarily light residential and commercial. The peak component particle velocity limits are recommended for this scheme, noting that peaks above 10mm/s are likely to be intolerable to residents for any more than a brief period.

The following limits from continuous vibration are required for the Proposed Development:

⁶ At frequencies <4Hz a maximum displacement of 0.6mm is not to be exceeded.

- i. For vibration sensitive spaces an upper limit of 1mm/s is required. This includes educational and residential buildings. In addition to the lower limit for educational and residential buildings some buildings may contain vibration sensitive equipment including laboratories and hospitals. Impacts on sensitive equipment can occur well below the range of human perception. It is not always practical to mitigate construction vibration such that it achieves the very stringent vibration criteria for sensitive equipment. Rather, consultation should occur with the users of the equipment appropriate vibration limits set and vibration-intensive works should be scheduled such that the equipment can be used during agreed hours.
- ii. For commercial buildings where the activities are not of a particularly sensitive nature for vibration or for potentially vulnerable unoccupied buildings a vibration limit of 3mm/s is required.
- iii. For all other buildings 5mm/s is required. This includes unoccupied buildings and non-sensitive buildings.

Exceedance of these levels should only be for short durations where required and with prior notice to the sensitive receivers of concern. The vibration levels should never exceed 10mm/s at any of the adjacent buildings.

The TII Guidance suggest that vibration levels should be limited to 8 mm/sec at frequencies of <10Hz, to 12.5 mm/sec at frequencies 10 – 50Hz and to 20 mm/sec at 50Hz and above.

The works will be conducted in compliance with BS5228-1:2009+A1:2014 *Code of Practice for Noise and Vibration Control on Construction and Open Sites*, with careful consideration given to potential noise impacts arising from construction activities. Noise is primarily expected to be generated by plant and machinery operations, particularly during earthworks and rock-breaking processes. All works will be limited to normal daytime working hours:

- 7am – 7pm Monday to Friday
- 8am – 2pm Saturdays
- No works Sundays or on Public Holidays

Deviation from these times will only take place when written approval is granted by FCC in exceptional circumstances.

For the duration of construction phase, the Contractor undertaking the construction of the works will be obliged to take specific noise abatement measures and comply with the recommendations of BS 5228-1:2009+A1:2014 (Code of Practice for Noise Control on Construction and Open Sites). These measures include:

- No plant used on site will be permitted to cause an ongoing public nuisance due to noise;
- The best means practicable, including proper maintenance of plant, will be employed to minimize the noise produced by on site operations;
- All vehicles and mechanical plant will be fitted with effective exhaust silencers and maintained in good working order for the duration of the contract;
- Compressors will be attenuated models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use and all ancillary pneumatic tools shall be fitted with suitable silencers;
- Machinery that is used intermittently will be shut down or throttled back to a minimum during periods when not in use;
- Any plant, such as generators or pumps, which is required to operate before 07:00hrs or after 19:00hrs will be surrounded by an acoustic enclosure or portable screen. • During the course of the construction programme, supervision of the works will include ensuring compliance with the limit's methods outlined in BS5228:2009 Part 1; and
- Erecting portable screens around noisy items of plant in noise sensitive areas, where required.

All works on site will comply with BS 5228 2009+ A1 2014 (Parts 1 & 2) which gives detailed guidance on the control of noise and vibration from construction activities. In general, the contractor shall implement the following mitigation measures during the proposed infrastructure works:

- Avoid unnecessary revving of engines and switch off equipment when not required;
- Keep internal haul roads well maintained and avoid steep gradients;
- Minimise drop heights of materials; and
- Start-up plant sequentially rather than all together.

Good practice noise and vibration control measures will be employed by the contractor and screening provided to adjoining properties as required.

An Acoustic Design Statement was prepared by Wave Dynamics Acoustic Consultants for the Proposed Development (WDA, 2026) which included inward noise impact assessment. The scope of the assessment concluded:

- **Inward Noise Impact:** *As part of the assessment to categorise the site, a baseline noise survey was undertaken to measure the existing noise levels. The development is bounded by the M1 motorway which dominates the noise levels in the area with Mantua Road contributing to the noise levels. Attended and unattended noise measurements were conducted across the site to establish the existing noise climate in the area.*
- *Following the baseline noise survey a noise model of the existing road noise was produced and calibrated with the site measurements. A review of the noise levels on the site was conducted, this included the LAFmax and LAeq, the site has subsequently been characterised as medium to high risk across the entirety of the site.*
- *Consideration has also been given to the fact that the site lies approximately 4km from the edge of the Dublin Airport. Local measurement results have been included as have assessments of EPA airport noise maps to determine the impact from aircraft on the site. The dominant noise source is road traffic noise from the M1 motorway.*
- *Break-in noise calculations to predict the internal noise levels from road traffic were conducted as part of the assessment. Consideration has also been given to the future growth of the roads. Following the assessment, the building envelope performance requirements were determined to achieve adequate internal noise levels. The performance specification for the building envelope has been provided in this report which includes the external walls, glazing of apartments and wintergardens, roof and ventilation requirements*
- **External Amenity Noise:** *The external amenity spaces on the development includes balconies and wintergardens for the apartments and Communal Open Spaces at ground and roof level and Public Open Spaces at ground level. Amenity has been provided in line with ProPG guidance on the development for residents using a combination of balconies on suitable facades, wintergardens and open communal amenity spaces at ground floor level. The creche open space at Block A is in line with ProPG guidance. Communal Open Space 1 and 2, inclusion of wintergardens across the site as well as most balconies are in line with element 3(v) of ProPG. Guidance set out in ProPG has been followed through an acoustic design strategy which considered the site layout and orientation as well as inclusion of wintergardens to provide adequate external amenity space.*

As detailed in the Acoustic Design Statement (WDA, 2026), the Proposed Development has been assessed in accordance with the ProPG “good acoustic design process”, which includes consideration of site layout, building orientation, and construction types and methods to meet building performance requirements.

The Acoustic Design Statement identifies that the Proposed Development is located in proximity to road traffic noise sources associated with the surrounding road network, in particular the M1 motorway, which represents the dominant noise source at the site. The site has been characterised as medium to high risk in accordance with ProPG guidance.

The Acoustic Design Statement sets out a number of design measures to address the noise environment, including:

- The site layout has been developed to provide screening, with the proposed apartment blocks reducing noise exposure to internal areas of the development and to external amenity spaces located towards the centre of the site.
- The orientation of the development has been considered as part of the acoustic design, with amenity spaces positioned to benefit from screening provided by the built form.
- A single-storey building element is provided between Blocks D and E, which is intended to act as a physical acoustic barrier, interrupting the direct line of sight between noise sources and receptors.

- The design integrates acoustic considerations into the overall layout and massing of the development, rather than relying solely on secondary mitigation measures.
- Wintergardens are incorporated on the perimeter of the site in areas of higher noise levels, providing suitable external amenity space.
- Building envelope performance requirements, including glazing, external walls, roof construction and ventilation, have been specified to achieve appropriate internal noise levels.
- A mechanical ventilation strategy is assumed, as it is not practicable to rely on openable windows in this type of environment while achieving the required internal noise levels.

The report concluded that *'Based on the recommendations in this report it is predicted that the internal and external noise levels will achieve the targeted noise levels in line with BS 8233:2014 and ProPG 2017 guidance'*.

In addition, the CEMP (AWN, 2026a) also sets out the following key mitigation measures of noise control for the site:

- *Site compounds will be located away from noise sensitive boundaries within the site constraints;*
- *For mobile plant items such as cranes, dump trucks, excavators and loaders, the installation of an acoustic exhaust and/or maintaining enclosure panels closed during operation can reduce noise levels by up to 10dB. Mobile plant should be switched off when not in use and not left idling;*
- *For steady continuous noise, such as that generated by diesel engines, it may be possible to reduce the noise emitted by fitting a more effective exhaust silencer system and avoid idling of engines when not in use;*
- *For percussive tools, a number of noise control measures include fitting a muffler or sound reducing equipment to the breaker 'tool' and ensure any leaks in the air lines are sealed. Erection of localised screens around breaker or drill bit when in operation in close proximity to noise sensitive boundaries;*
- *The use of a high-quality construction site hoarding will be included around all noise sensitive boundaries;*
- *For all materials handling, ensure that materials are not dropped from excessive heights, lining drops chutes and dump trucks with resilient materials;*
- *All items of plant should be subject to regular maintenance. Such maintenance can prevent unnecessary increases in plant noise and can serve to prolong the effectiveness of noise control measures; and*
- *All site staff shall be briefed on noise mitigation measures and the application of best practicable means to be employed to control noise.*

Liaison with the Public

The designated environmental liaison officer will be appointed during construction works. Any noise complaints will be logged and followed up on a prompt fashion by the liaison officer. In addition, where a particularly noisy construction activity is planned or other works with the potential to generate high levels of noise, or when noisy works are expected to operate outside of normal working hours etc., the liaison officer will inform the nearest noise sensitive locations of the time and expected duration of the noisy works.

Any noise complaints related to activities at the site will be logged and investigated and, where required, measures taken to ameliorate the source of the noise complaint.

Monitoring

During the construction phase, spot check noise monitoring may be required where the construction noise thresholds have the potential to be exceeded at noise sensitive locations. The monitoring shall be carried out by the Main Contractor and used to inform the requirement for any control measures on site to reduce construction noise levels.

Noise monitoring will be conducted in accordance with the International Standard Organisation's ISO 1996-2:2017 – 'Description, measurement and assessment of environmental noise – Part 2: Determination of Sound Pressure Levels'.

Where required, or requested by the local authority, unattended external noise monitoring will be undertaken at locations on the site boundary closest to sensitive locations. It is considered that it will be appropriate to amend the

monitoring program and location as the works progress. Accordingly, monitors may be added, removed or relocated as necessary. The noise monitoring terminals should provide the following at minimum:

- Logging at hourly intervals; and
- Remote access for information download.

Good practice noise and vibration control measures will be employed by the contractor and screening provided to adjoining properties as required. Based on the measures that will be carried out, it is concluded that the Proposed Development will not result in significant adverse noise and vibration related effects.

5.6 Daylight and Sunlight

A Daylight and Sunlight Assessment, including a shadow study has been prepared by 3D Design Bureau (2026) for the Proposed Development. The assessment followed the BRE Guidelines (BR 209-2022) and considered the potential effect of the Proposed Development on neighbouring commercial properties within Swords Business Park.

The Vertical Sky Component (VSC) assessment identified 'negligible' level of effect in 16 of the 17 assessed windows/rooms, with a single instance of a 'minor adverse' level of effect recorded. This effect relates to an entrance lobby serving a commercial premises which therefore should not be of concern. The Annual and Winter Probable Sunlight Hours (APSH/WPSH) assessments achieved full compliance, with all assessed windows and rooms recording 'negligible' level of effects.

Within the proposed development, high levels of daylight and sunlight are achieved, with strong compliance recorded for Spatial Daylight Autonomy (c. 90–93%) and Sunlight Exposure (c. 87%). Instances of reduced performance are limited and attributable to design and site-specific factors such as unit orientation, building layout, and recessed balconies.

All proposed public and communal open spaces achieve compliance with BRE sunlight recommendations, with the majority far in excess of the recommended minimum requirements.

Overall, daylight and sunlight impacts are not considered likely to give rise to significant effects.

5.7 Soils and Geology

The soil underlying the site is classified by the EPA (2025) as 'Urban' and 'Crosstown' comprising fine loamy drift with siliceous stones. The underlying subsoils at the site are described primarily as Limestone till, with a small portion to the west of the site comprised of Made Ground. There are no Geological Heritage Sites in the vicinity of the site that will be affected by the Proposed Development.

During construction, there is potential for exposure of contaminated soils, generation of dust, volatile organic compound emissions, migration of existing soil contamination to groundwater and off-site surface water, and accidental loss or spillage of construction materials. Given the nature of the proposed uses, the Proposed Development will not introduce significant new sources of contamination during operation.

The CEMP prepared by AWN (2026a), outlines the following in relation to ground conditions on the site:

'In the event that any contaminated material is found on site, this material will need to be segregated from clean/inert material, tested and classified as either non-hazardous or hazardous in accordance with the EPA publication entitled 'Waste Classification: List of Waste & Determining if Waste is Hazardous or Non-Hazardous' using the 'HazWasteOnline' application (or similar approved classification method). The material will then need to be classified as clean, inert, non-hazardous or hazardous in accordance with the EC Council Decision 2003/33/EC, which establishes the criteria for the acceptance of waste at landfills.

In the event that Asbestos Containing Materials are found, the removal will only be carried out by a suitably permitted waste contractor, in accordance with 'S.I. No. 386 of 2006 Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010' and the 'Best Practice Guidance for Handling Asbestos (2023)'. All asbestos will be taken to a suitably licensed or permitted facility.

In the event that hazardous soil, or historically deposited waste is encountered during the construction phase, the Main Contractor will notify FCC and provide a Hazardous/Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant mitigation, destination for disposal/treatment, in addition to information on the authorised waste collector(s).'

All waste soils generated during construction will be managed in accordance with the CEMP, to ensure that waste generated during the project is managed in compliance with current legislation, as well as legal and industry standards, including The National Waste Management Plan for a Circular Economy 2024 - 2030 and the Waste Management Act 1996.

Potential impacts on soils and geology during construction are considered to be temporary, localised, and of low significance, primarily associated with excavation and material handling. No significant impacts are anticipated during the operational phase.

The Proposed Development will not result in any adverse effects on soils and geology as a result of construction or operational activities.

5.8 Hydrology and Hydrogeology

The Proposed Development site lies within the Liffey and Dublin Bay WFD Catchment (Hydrometric Area 9), the Mayne_SC_010 WFD Sub-catchment (WFD name: Mayne_SC_010; ID: 09_17) (EPA, 2026) and the Gaybrook_010 WFD River Sub Basin (IE_EA_08G080700).

The closest waterbody to the site is the Greenfields Stream (WFD Name: Gaybrook_010, EU Code: IE_EA_08G080700), which, according to the EPA mapping online (EPA, 2026), traverses the site and discharges into the Broadmeadow Water Transitional Waterbody (EU Code: IE_EA_060_0100). There is an existing 900mm S/W pipeline laid parallel to the eastern site boundary as shown in Figure 5-1. This pipe currently drains the Swords Business park to the south of the proposed development and also drains the public road (L6310). A remnant alignment of what was the Gaybrook watercourse remains on the site but this has been diverted some c.30 years ago into the above noted 900mm culvert and the ditch remains “dry” with no upstream flows entering the site.

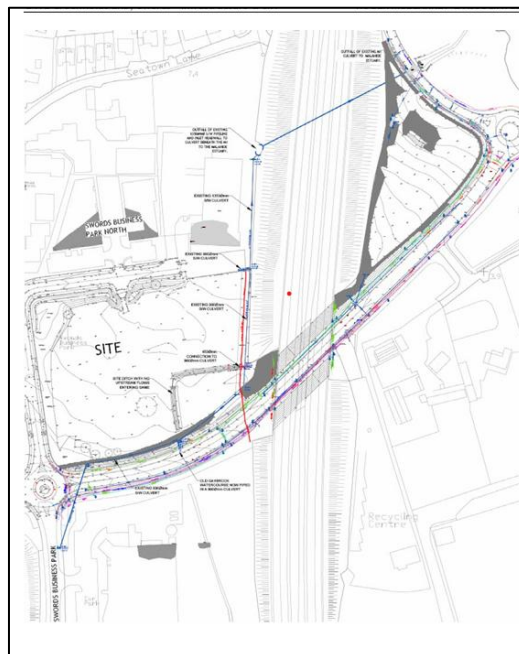


Figure 5-1. Existing S/W Culvert on the Proposed Development Site (Roger Mullarkey & Associates, 2026)

The WFD status (2019-2024) for the Greenfields Stream is ‘Poor’ and is under ‘Review’ of not meeting its WFD objectives. The Seapoint Stream (WFD Name: Gaybrook_010, EU Code: IE_EA_08G080700), which, according

to the EPA mapping online (EPA, 2026), is located in close proximity to the northwestern boundary of the site and discharges into the Broadmeadow Water Transitional Waterbody (EU Code: IE_EA_060_0100), which seems to have also been culverted to accommodate a number of buildings. The WFD status (2019-2024) for the Seapoint Stream is 'Poor' and is under 'Review' of not meeting its WFD objectives.

The Ward River (WFD Name: Ward_040, EU Code: IE_EA_08W010610) is located approximately 770m west of the site at its closest point and discharges into the Broadmeadow_040 (EU Code: IE_EA_08B020800), which in turn discharges into the Broadmeadow Water Transitional Waterbody (EU Code: IE_EA_060_0100). The WFD status (2019-2024) for the Ward River is 'Moderate' and is 'At risk' of not meeting its WFD objectives.

The Broadmeadow Water Transitional Waterbody (EU Code: IE_EA_060_0100) is located approximately 250m northeast of the Proposed Development at its closest point. The WFD status (2019-2024) for the Broadmeadow Water Transitional Waterbody is 'Moderate' and is 'At risk' of not meeting its WFD objectives. The Broadmeadow Water Transitional Waterbody discharges into the Malahide Bay Coastal Waterbody (EU Code: IE_EA_060_0000) approximately 3.3km east of the site at its closest point.

The Malahide Bay Coastal Waterbody (EU Code: IE_EA_060_0000) discharges into the Northwestern Irish Sea (HA 08) Coastal Waterbody (EU Code: IE_EA_020_0000) and the Irish Sea Dublin (HA 09) (EU Code: IE_EA_070_0000) approximately 4.5km southeast of the site. The WFD status (2019-2024) for the Malahide Bay Coastal Waterbody is 'Moderate' and is 'At risk' of not meeting its WFD objectives. The WFD status (2019-2024) for the Northwestern Irish Sea (HA 08) Coastal Waterbody is 'Good' and is 'At risk' of not meeting its WFD objectives and for the Irish Sea Dublin (HA 09) is 'Good' and is 'Not at risk' of not meeting its WFD objectives.

The bedrock aquifer within the Dublin Groundwater body (GWB) (EU Code: IE_EA_G_008) beneath the site is classified by the GSI (GSI, 2026) as a Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones.

The Dublin GWB Report (GSI, 2026) identifies two (2 No.) different recharge processes, one within Dublin City and the other one recharge in rural areas within this GWB. Recharge is prevented within Dublin City as it is essentially a cement cap on the limestone. The only open areas where recharge may occur are open grassed areas (i.e., parks, squares and gardens). In addition, some recharge occurs from leaking sewers, mains and storm drains. Elsewhere, diffuse recharge will occur via rainfall percolating through the subsoil.

This GWB will discharge directly to the Irish Sea along the coast. Although, there will also be discharge to the overlying gravel aquifers in places and to the overlying rivers, if they are in hydraulic continuity with the aquifer. Locally, groundwater flow direction in the vicinity of the site is likely to be to the east towards the Broadmeadow Water Transitional Waterbody, located east of the site.

A Site-Specific Flood Risk Assessment has been prepared by Roger Mullarkey & Associates (2026b), and concluded that

'In accordance with the Guidelines that the lands on which the subject development is located is within a flood Zone C as defined in the Guidelines. It is concluded that a mixed-use/residential development is appropriate on the subject lands. Based on the information available it is concluded that this site is suitable for development and has an overall low risk of being affected by flooding.'

The CEMP (AWN, 2026a) outlines the following mitigation measures to protect the receiving surface water and groundwater environment during the construction phase of the Proposed Development:

'Care will be taken to ensure that exposed soil surfaces are stable to minimise erosion. All exposed soil surfaces will be within the main excavation area, thereby limiting the potential for any offsite impacts. All run-offs will be prevented from directly entering into any water courses, as no construction will be undertaken directly adjacent to open water.'

No significant dewatering will be required during the construction phase that would result in the localised lowering of the water table. There may be localised pumping of surface run-off from the excavations during and after heavy rainfall events to ensure that the excavations remain relatively dry.

When required (i.e., in areas of exposed soil) a temporary drainage system shall be installed prior to the commencement of the construction works to collect surface water runoff by the site during construction. As required,

geotextile lined settling basins and temporary mounding's and/or silt fences will be installed to ensure silts do not flow off site during the construction stage. This temporary surface water management facility will throttle runoff and allow suspended soils to be settled out and removed. All inlets to the settling basins will be 'riprapped' to prevent scour and erosion in the vicinity of the inlet.'

Management of Suspended Soils in Run-off

Any temporary storage of soil, hardcore, crushed concrete or similar material will be stored as far as possible from any surface water drains and also stored in receptacles where possible. In order to minimise the risk of contamination, the stockpiled material will be removed off-site as soon as possible. Surface water drains gratings in areas near or close to where stockpiles are located will be covered by appropriate durable polyurethan covers or similar.

There will be no direct pumping of silty water from the works to any watercourse. Sediment entrapment facilities will be installed to reduce sediment discharges to downstream properties and receiving waters. All run-off leaving a disturbed area should pass through a sediment entrapment facility before it exits the site and flows downstream such as straw bales, silt fencing, silt barriers and diversion dams.

Concrete Run-off

No wash-down or wash-out of ready-mix concrete vehicles during the construction works will be carried out oat the site within 10 metres of an existing surface water drainage point. Wash-outs will only be allowed to take place in designated areas with an impervious surface.

Accidental Spills and Leaks

No bulk chemicals will be stored within the active construction areas. Temporary oil and fuel storage tanks will be kept in the material storage area in suitable containers and will be appropriately banded as required. Refuelling of vehicles and the addition of hydraulic oils or lubricants to vehicles will take place in designated areas of the site, where possible, which will be kept away from surface water drains.

Spill protection equipment such as absorbent mats, socks and sand will be available to be used in the event of an accidental release during refuelling. Training will be given to appropriate site workers in how to manage a spill event.

The following mitigation measures will be taken at the construction site in order to prevent any spillages to ground of fuels during machinery activities and prevent any resulting soil and/or groundwater quality impacts:

- *Refuelling will be undertaken off-site where possible;*
- *Where mobile fuel bowzers are used, the following measures will be taken:*
 - *Any flexible pipe, tap or valve will be fitted with a lock and will be secured when not in use;*
 - *The pump or valve will be fitted with a lock and will be secured when not in use;*
 - *All bowzers must carry a spill kit;*
 - *Operatives must have spill response training; and*
 - *Portable generators or similar fuel containing equipment will be placed on suitable drip trays.*

Monitoring

Weekly checks will be carried out to ensure surface water drains are not blocked by silt, or other items, and that all storage is located at least 10m from surface water receptors. A regular log of inspections will be maintained, and any significant blockage or spill incidents will be recorded for root cause investigation purposes and updating procedures to ensure incidents do not reoccur.

An Engineering Infrastructure Report and Stormwater Impact Assessment has been prepared by Roger Mullarkey & Associates (2026a).

Water supply for the Proposed Development has been confirmed as feasible by Uisce Éireann (ref CDS25000867.), subject to upgrades.

Sustainable Drainage Systems (SuDS), address the water quality, water quantity, amenity, and biodiversity by the management of surface water run off in a sequence of treatment processes along the drainage infrastructure

network. A full SuDS treatment train approach has been implemented in accordance with the CIRIA SuDS Manual. Replicating the natural characteristics and providing amenity/biodiversity will be encouraged by providing roadside tree pits, bio-retention areas, swales, green roofs and open detention basin as detailed in the Engineering Infrastructure Report and Stormwater Impact Assessment (Roger Mullarkey & Associates 2026a).

Therefore, it is considered that the Proposed Development will not cause any significant adverse effects on the hydrology and hydrogeology within the site of the development, or the surrounding area.

5.9 Biodiversity and Ecology

European sites are located in proximity to the Proposed Development. The nearest designated sites include the Malahide Estuary Special Area of Conservation (SAC) (Site Code: 000205) and the Malahide Estuary Special Protection Area (SPA) (Site Code: 004025), which are situated approximately 210 m from the site.

A Screening Report for Appropriate Assessment (AA Screening) has been prepared by DNV (2026) as part of this planning application.

The AA Screening assessed whether the Proposed Development, either individually or in combination with other plans or projects, is likely to have a significant effect on European sites.

European sites considered within the report include those with a Source Pathway Receptor (SPR) of note to the Proposed Development site as follows:

- Malahide Estuary SAC (Site Code: 000205)
- Malahide Estuary SPA (Site Code: 004025)
- North-West Irish Sea SPA (Site Code: 004236)

Based on the findings of the AA Screening (DNV, 2026a) and having regard to the Source-Pathway-Receptor analysis, it is concluded that the possibility of any significant effects on the above listed European sites, whether arising from the project itself or in combination with other plans and projects, cannot be excluded. Thus, there is a requirement to proceed to Stage 2 of the Appropriate Assessment process; and a Natura Impact Statement (NIS) has been prepared and accompanies this submission under separate cover.

The NIS was prepared by DNV (2026b). The report identifies and outlines a range of mitigation measures designed to avoid or prevent potentially significant adverse effects arising from the Proposed Development, as detailed below.

Mitigation 1: Water Quality Protection

The following applies to all stages of the Construction Phase for the Proposed Development unless specific measures have been identified. As it has been identified that the Proposed Development could potentially affect SCI/QI species associated with the relevant European sites during the Construction Phase as a result of water quality impacts, the mitigation measures listed in the following sections will be undertaken.

Construction Phase Best Practice

The following measures, designed to protect surface water quality, will serve to prevent any negative effects occurring in the European sites situated in Malahide Estuary as a result of Construction Phase groundwater discharges from the Site. These mitigation measures will treat the source (e.g., refuelling of plant to be carried out at designated refuelling station locations on Site) or remove the pathway (e.g., no release of wastewater generated on-Site to ground during the Construction Phase).

All works carried out as part of the Proposed Development will comply with all Statutory Legislation including the Local Government (Water Pollution) acts, 1977 and 1990.

Personnel working on the Site will be trained in the implementation of environmental control and emergency procedures. Procedures and relevant documents produced will be formulated in consideration of standard best international practice including but not limited to:

- CIRIA (2001), *Control of Water Pollution from Construction sites, Guidance for Consultants and Contractors*;
- Construction Industry Research and Information Association (CIRIA) *Environmental Good Practice on Site (C650)*, 2005;
- BPGCS005, *Oil Storage Guidelines*;
- UK Pollution Prevention Guidelines (PPG) UK Environment Agency, 2004;
- Construction Industry Research and Information Association CIRIA C648: *Control of water pollution from linear construction projects: Technical guidance* (Murnane et al. 2006);
- CIRIA C648: *Control of water pollution from linear construction projects: Site guide* (Murnane et al. 2006); and
- Inland Fisheries Ireland (2016). *Guidelines on Protection of Fisheries during Construction Works in and Adjacent to Waters*.

In addition, standard best practice measures will be implemented throughout the Construction Phase to ensure no construction-related pollutants are discharged into the surface water or groundwater at and surrounding the Site, that could subsequently be transferred by same to the SACs/SPAs. Standard best practice measures that will be implemented on the Site during the Construction Phase are as follows:

- Silt fencing will be used along the water boundary and any streams and/or drainage ditches on Site which may have a hydrological link to nearby designated sites.
- Any drains or sewers, where present, which could act as pathways for contamination from the Site will be blocked where required.
- Discharge water generated during placement of concrete will be stored and removed off Site for treatment and disposal.
- There will be no washing out of any concrete trucks on Site. Any washing of chutes will be carefully collected in a designated container which will be subsequently sent off site for compliant waste management.
- Specific areas for storage, delivery, loading/unloading of materials will be designated, which will have appropriate containment/spill protection measures where required. These storage areas will be located in suitable areas and at distance from any watercourses hydrologically connected to the relevant designated sites.
- Leachate generation from stockpiles or waste receptacles will be prevented by using waterproof covers.
- Prolonged exposure of contaminated soils or groundwater to the atmosphere will be avoided where practical or unnecessary.
- Appropriate bunding, storage and signage arrangements for all deleterious substances will be used.
- Robust and appropriate Spill Response Plan and Environmental Emergency Plans will be included within the Contractor's CEMP and the details of which will be communicated, resourced and implemented for the duration of the works.
- Control measures and spill clean-up equipment adequate to treat spills at the Site will be available and staff will be trained and experienced in using said equipment.
- A register will be kept of all hazardous substances either used on Site or expected to be present. The register shall be available at all times and shall include as a minimum: valid safety sheets; Health & Safety, environmental controls to be implemented when storing, handling, using and in the event of spillage of materials; emergency response procedures/precautions for each material; the Personal Protective Equipment (PPE) required when using the material.
- All existing services will be mapped, and a plan will be put in place to decommission/divert and manage any drains or sewers which are associated with the Site.
- A plan for dealing with any unknown drains or services which may be encountered during the works will be set out and implemented.
- Any surface water inflow into the main areas of excavation will be minimised where possible.

Maintenance of Plant and Machinery

- All plant and equipment will be regularly cleaned and properly maintained.
- There will be no washing out of any concrete trucks on Site.
- Pumped concrete will be monitored to ensure there is no accidental discharge and will be carried out in dry weather and with impermeable pouring mats laid down where possible.

Building/Road Network and Services

- Constructing buildings and roads above flood level to ensure that backflows through the surface water outfalls will not occur.

- The Proposed Development's road network will be finished with tarmac or asphalt surface which will discharge runoff to a piped drainage system, and surface water drains will be installed in roads and streets and in pre-determined wayleaves adjacent to building structures.
- All car parking and refuel areas at the Site will be located on substrate underlain with an impermeable liner to prevent contaminant leaching to groundwater.

Earthworks Mitigation

The proposed earthworks mitigation measures for the Construction Phase include:

- A street sweeper will attend Site regularly to clean the road when there are truck movements in and out of the Site.
- Hard surface roads will be regularly swept to remove mud and aggregate materials from their surface;
- Public roads outside the Site will be regularly inspected for cleanliness, and cleaned as necessary;
- Material handling systems and Site stockpiling of materials will be designed and laid out to minimise exposure to wind; and
- Water misting or sprays will be used on stockpiles as required if particularly dusty activities are necessary during dry or windy periods.

Storage and Use of Fuels, Oils and Chemicals

- Appropriate bunding, storage and signage arrangements for all deleterious substances (e.g., fuels, oils, and chemicals) will be used.
- Fuels, lubricants, and hydraulic fluids for equipment used on the construction Site will be carefully handled to avoid spillage, properly secured against unauthorised access or vandalism, and provided with spill containment according to best codes of practice (Enterprise Ireland BPGCS005).
- Waste oils and hydraulic fluids will be collected in leak-proof containers and removed from the Site for disposal or recycling.
- Diesel tanks, used to store fuel for the various items of machinery, will be self-contained and double-walled.
- Spillage and leaks of oil from cars parked in the Development during the Construction Phase are unavoidable. To reduce the potential impacts, oil interceptors will be incorporated into the Site drainage design.
- Any spillage of fuels, lubricants or hydraulic oils will be immediately contained and the contaminated soil removed from the Site and properly disposed of.
- Refuelling will be carried out from tanks or delivery vehicles on a designated impermeable surface and will not be left unattended.
- Plant will not be left running when not in use (i.e., no idling) and plant with dust arrestment equipment will be used where practical.

Spill/Emergency Response Plans

- Robust and appropriate Spill Response Plan and Site Environmental Emergency Plans (SEP) will be implemented for the duration of the works:
 - Identifying fuel storage and refuelling locations on designated areas within the compound, away from drainage ditches/waterbodies (where present), and on substrate underlain with an impermeable liner to prevent contaminant leaching to groundwater;
 - Identifying spill kit locations (spill kits will be required for each piece of heavy equipment (e.g., excavators, loaders, trucks, etc.) which will be at least 21L drum size each with spill pads, sorbent, small boom, plastic garbage bag and gloves;
 - A specially trained and dedicated Environmental and Emergency Spill Response team will be appointed before the commencement of works on Site.
 - Staff will be trained and experienced in using appropriate control measures and spill kits on-Site and will be familiar with the location of all spill kit locations and the Site layout.
- A register will be kept of all hazardous substances either used on Site or expected to be present. The register shall be available at all times and shall include as a minimum:
 - Valid safety sheets; Health & Safety, environmental controls to be implemented when storing, handling, using and in the event of spillage of materials;
 - Emergency response procedures/precautions for each material;
 - PPE is required when using the material.

Waste Management and Disposal

Waste management and disposal will comprise the following:

- *All existing services will be mapped, and a plan will be put in place to decommission/divert and manage any drains or sewers which are associated with the Site.*
- *Portaloos and/or containerised toilets and welfare units will be used to provide facilities for Site personnel. All associated waste will be removed from the Proposed Development Site by a licenced waste disposal contractor.*
- *Mixer washings are not to be discharged into ground or drainage ditches and will be collected and disposed of at a suitably licenced facility.*

In addition, a minimal waste approach of reduction, reuse and recycling will be utilized where practicable/appropriate. Where this cannot

This NIS has concluded that, once the avoidance and mitigation measures are implemented as proposed, the Proposed Development will not have an adverse effect on the integrity of the above European site(s), individually or in combination with other plans and projects.

For the tree and hedge vegetation proposed for retention, as detailed in the Arboricultural Assessment & Impact Report and accompanying Tree Protection Method Statement prepared by CMK Hort & Arb Ltd. (2026), a number of mitigation measures are proposed to prevent or minimise potential impacts during the construction phase.

The Arboricultural Assessment identifies that while a portion of the existing screening vegetation on the western boundary will be removed to facilitate the Proposed Development, a robust group of trees along the south of the western boundary, together with a mature willow tree located centrally within the site, will be retained. In addition, there will be no impact on the motorway screen planting located to the east of the site. All trees identified for retention are to be protected throughout the construction period under the supervision of a suitably qualified project arboriculturist.

The Tree Protection Method Statement sets out detailed mitigation measures protect trees during the development in accordance with the recommendations of BS 5837:2012, as detailed hereunder:

Tree Protection Fencing

Tree protection fencing serves as the primary barrier to prevent accidental damage to tree roots, trunks, and canopies during development. According to BS5837:2012, temporary fencing should be erected around the Root Protection Area (RPA) before any site work begins and must remain in place for the duration of the construction.

- *Fencing Type: The recommended fencing includes either Heras panels or robust scaffold frameworks with bracing. This is specified in Section 6.2 of BS5837:2012, ensuring that the protection is durable and immovable.*
- *Location: Fencing must be installed at the perimeter of the RPA to avoid intrusion into areas critical for the tree's root system).*

Signage: Warning signs must be displayed on the fencing to indicate the restricted nature of the area

Ground Protection

Ground protection is essential in areas where site access within the RPA is unavoidable. Ground protection systems help to distribute weight and avoid soil compaction, which can damage tree roots.

- *Materials: Ground protection measures may include scaffold boards, metal road plates, or proprietary products such as CellWeb® cellular confinement systems. CellWeb is particularly useful for stabilizing ground above root systems without the need for excavation or soil compaction. This product is recommended for installation in accordance with BS5837:2012 guidelines, which also advise the use of temporary surfaces when construction access must cross RPAs*
- *Installation: Ground protection should be put in place before construction work begins, especially where vehicles or machinery need to pass over RPAs. The type of system chosen will depend on the expected loads and site conditions.*

CellWeb® and Similar Systems for Root Protection

CellWeb® and similar cellular confinement systems are designed to minimize the impact of construction activities above tree roots by preventing soil compaction and allowing water and air to reach the root zone.

- *Purpose:* Used in constructing roads, pathways, or parking areas over RPAs, these systems provide a stable, load-bearing surface that protects the tree's roots by distributing weight and maintaining the porosity of the soil
- *Installation:* According to best practices outlined by BS5837:2012, the surface should be prepared without excavation, and the cellular structure should be filled with an appropriate substrate such as gravel or sand. No-dig methods ensure that tree roots are preserved

Excavation and Roots

Excavation around trees must be carefully managed to avoid damaging roots. In many cases, hand-digging or the use of an air spade is recommended.

Use of the Air Spade for Root Excavation: An air spade uses compressed air to remove soil around tree roots without damaging them. It is an effective and non-invasive tool for excavating around RPAs when trenching, utility installation, or foundation work is necessary. *Appropriate Uses:* The air spade is ideal for exposing roots for inspection, determining root distribution, and avoiding root damage during necessary excavation. It is also useful for remedial work like root pruning or soil improvement, where disturbance must be minimized (Tree Council of Ireland, 2020). *Best Practices:* When using an air spade, excavation must be supervised by a qualified arboricultural consultant to ensure that no major roots are damaged.

Storage and Material Handling

Materials and machinery must be stored outside RPAs to prevent compaction and physical damage to tree roots and trunks. *Best Practice:* According to BS5837:2012, all materials and machinery should be kept well outside the RPAs. Fuels, chemicals, and other harmful substances should be stored safely away from trees to prevent soil contamination. *Spillage Containment:* Site personnel should be trained to handle spillages, and appropriate spill kits must be readily available.

Best Practices for Utility Installation Around Trees

Utility installation near trees, such as water, gas, or electrical lines, poses a risk to tree roots. Therefore, adopting trenchless techniques is critical to prevent damage

- *Trenchless Methods:* Techniques like directional drilling, moling, and pipe bursting allow utilities to be installed beneath root systems without direct trenching. These methods are recommended for use within RPAs to minimize root disturbance.
- *Hand-Dug Trenches:* Where trenching within the RPA is unavoidable, manual excavation with tools or an air spade / suction system should be employed to avoid damaging larger roots. Exposed roots must be covered with damp hessian to prevent desiccation
- *Supervision:* Utility installation near trees should be overseen by an arboricultural consultant, ensuring that no damage occurs during the process.

Monitoring and Reporting

Regular inspections should be conducted to verify compliance with tree protection measures. Inspection reports must detail the state of the RPAs, breaches of protection, and recommended corrective actions.

Completion and Final Inspection

Upon the completion of the project, the Arboricultural Consultant will conduct a final inspection to confirm that tree protection measures were followed and that the health of retained trees has been maintained.

With consideration of the above and the adoption of mitigation measures set out, it is considered that no significant adverse effects on biodiversity and ecology are likely to arise as a result of the Proposed Development.

5.10 Archaeology, Architecture and Cultural Heritage

The site is not located within an Architectural Conservation Area (ACA). There are no protected sites or monuments located within the site. There are no structures listed in the National Inventory of Architectural Heritage (NIAH) within the site boundary or in close proximity to the Proposed Development site.

An Archaeology Impact Assessment (AIA) report has been prepared by John Cronin & Associates (2026). The study area for this assessment comprises the area within the red-line boundary of the site, as well as lands within 500m of the site boundary. The AIA report states that there are no archaeological sites (as recorded by the Archaeological Survey of Ireland) located within the Proposed Development site, the closest is classified as an earthwork (DU011-036----) and located approximately 340m to the west of the site, within the townland of Seatown West. Consequently, it is predicted that there will be no predicted impact on the recorded archaeological heritage resource should the Proposed Development proceed. It is predicted that the Proposed Development will not give rise to impacts on known or potential archaeological remains.

As detailed in the AIA (John Cronin & Associates (2026)), *'a site inspection has confirmed that significant ground reduction works have been undertaken within the land holding. The site has been subject to previous large scale ground disturbance, including topsoil stripping and truncation of upper subsoil levels. The lands are not suitable for archaeological geophysical survey.'*

Furthermore, it was detailed in the AIA (John Cronin & Associates (2026)), that *'No evidence for any potential unrecorded archaeological features was noted during the site inspection, and the heavily disturbed state of the site would lead to the conclusion that the potential for archaeological remains to survive at the site is low to negligible.'*

On the assessment of the above, it is demonstrated that there will be no significant adverse effect on the surrounding natural environment, in terms of Archaeology and Cultural Heritage, during the construction and operational phase of the Proposed Development.

5.11 Landscape and Visual

The Proposed Development is located within Swords Business Park, an area characterised by a mixed and transitional urban landscape. While the application site itself is currently undeveloped greenfield land, the wider receiving environment comprises a diverse range of land uses including retail and commercial premises, light industrial development, logistics and distribution facilities, manufacturing uses, public and institutional buildings, residential development, agricultural lands and the Broadmeadow Estuary to the east. This varied land-use pattern reflects an evolving urban edge rather than a cohesive or sensitive landscape setting.

Upon review on the Fingal Development Plan (2023-2029), there are no public rights of way or planned pieces of strategic infrastructure or any important tourist sites affected by the Proposed Development. One view to be preserved has been identified along Estuary Road, oriented northeast towards the Broadmeadow Estuary. This view is located approximately 0.3 km northeast of the Proposed Development and is unlikely to be affected by the Proposed Development due to its position southwest of the Broadmeadow Estuary.

The Proposed Development comprises a mixed-use scheme with a gross floor area of approximately 30,358 sq m arranged within five blocks ranging in height from 1 to 9 storeys. The proposed scale and massing reflect the established and permitted pattern of development within Swords Business Park and the surrounding area, which includes large-format buildings, road infrastructure and higher-density development. In this context, the Proposed Development will not appear visually incongruous or out of character with the existing urban landscape.

A Landscape Design Statement has been prepared by CSR Land Planning & Design (2026). The scheme has been designed with a focus on nature-based amenity to provide a high level of recreational and social provision within site boundaries while tying in to surrounding green infrastructure. The design adopts a nature-based approach to amenity design and uses ecological design principles throughout. The landscape masterplan sets out to

provide an open, welcoming and well-connected compact neighbourhood. Routes are legible and views are open and unobstructed with clear sightlines to entrances and destination points.

The Landscape Masterplan for the ground floor and roof plan of the Proposed Development are illustrated in Figures 5-2 and Figure 5-3 respectively.

Furthermore, a Landscape and Visual Impact Assessment (LVIA) was undertaken by Model Works Ltd. (2026) to assess the landscape and visual effects of the Proposed Development. The site itself is identified as having low landscape sensitivity, while the overall receiving environment is assessed as having medium sensitivity, reflecting the presence of landscape sensitivities in the vicinity, notably the estuary and designated High Amenity and Green Belt lands, albeit the site itself is relatively unconstrained apart from a small number of trees of value.

The LVIA identifies that the Proposed Development will result in a permanent change in land use from an undeveloped greenfield site to an urban residential development. This change is considered consistent with the zoning objectives for the area and the planned evolution of the Metro Economic Corridor.

The LVIA (2026) concluded that *'None of the protected views or sensitive landscape features identified in the FDP 2023 - 2029 would be negatively affected by the proposal. Only positive (or neutral) landscape and visual effects have been identified. In conclusion, the proposed development would make an important, positive contribution to the realisation of the vision for the emerging Seatown urban edge and Swords as a whole'*

With adherence to Landscape Design Statement, and the Landscape and Visual Impact Assessment, it is considered that the Proposed Development is not likely to cause any significant adverse effects on the surrounding landscape or give rise to any adverse landscape and visual effects.



Figure 5-2. Landscape Masterplan – Ground Floor (CSR,2026)



Figure 5-3. Landscape Masterplan – Ground Floor (CSR, 2026)

5.12 Transport and Material Assets

5.12.1 Traffic

The Proposed Development site is bounded to the east by an elevated section of the M1 Dublin-Belfast Motorway and to the south by Mantua Road, which connects Swords Road to the west with Estuary Road to the East.

The CEMP (AWN, 2026a) sets out a list of the proposed traffic management measures to be adopted during the construction works. The list is not exhaustive, and it will be the appointed Main Contractor's responsibility to prepare a detailed construction traffic management plan which includes conditions imposed by the FCC. The proposed measures are as follows:

- *Warning signs/advanced warning signs will be installed at appropriate locations in advance of the construction access locations;*
- *Construction and delivery vehicles will be instructed to use only the approved and agreed means of access; and movement of construction vehicles will be restricted to these designated routes;*
- *Appropriate vehicles will be used to minimise environmental impacts from transporting construction material, for example the use of dust covers on trucks carrying dust producing material;*
- *Speed limits of construction vehicles to be managed by appropriate signage, to promote low vehicular speeds within the site;*
- *Parking of site vehicles will be managed and will not be permitted on public road, unless proposed within a designated area that is subject to traffic management measures and agreed with FCC;*
- *A road sweeper will be employed to clean the public roads adjacent to the site of any residual debris that may be deposited on the public roads leading away from the construction works;*
- *On site wheel washing will be undertaken for construction trucks and vehicles to remove any debris prior to leaving the site, to remove any potential debris on the local roads;*
- *All vehicles will be suitably serviced and maintained to avoid any leaks or spillage of oil, petrol or diesel. Spill kits will be available on site. All scheduled maintenance carried out off-site will not be carried out on the public highway;*

- *Safe and secure pedestrian facilities are to be provided where construction works obscure any existing pedestrian footways. Alternative pedestrian facilities will be provided in these instances, supported by physical barriers to segregate traffic and pedestrian movements, and to be identified by appropriate signage; and*
- *Pedestrian facilities will cater for vulnerable users including mobility impaired persons.*

It is in the interests of the construction programme that deliveries, particularly concrete deliveries, are not unduly hampered by traffic congestion, and as a result continuous review of haulage routes, delivery timings and access arrangements will be undertaken as construction progresses to ensure smooth operation. Material deliveries and collections from site will be planned, scheduled and staggered to avoid any unnecessary build-up of construction works related traffic.

A Traffic and Transport Assessment (TTA) has been prepared by NRB Consulting Engineers Ltd. (2026), which addresses the traffic and transport issues associated with the Proposed Development, the capacity of the existing road network and the impact of the increased scale of development locally. The TTA addresses the adequacy of the existing road network to safely and appropriately accommodate the worst-case vehicular demands with the development fully occupied, taking account of the existing and future traffic demands locally and at the proposed vehicular access.

The TTA confirms that *'the road network and the vehicular access junction are more than adequate to accommodate the worst-case traffic associated with the increased scale of development. The assessment also confirms that the construction and full occupation of the Greenfields Swords LRD will have a negligible and unnoticeable impacts upon the operation of the adjacent road network'*. The TTA concludes *'that there are no adverse traffic/transport capacity, safety or operational issues associated with the construction and occupation of the Proposed Development'*.

On the assessment of the above, it is considered that there will no significant adverse effect on the surrounding natural environment in terms of traffic and transport in the long-term.

5.12.2 Waste and Utilities

All construction and demolition (C&D) waste will be managed in accordance with current legal and industry standards including the Waste Management Acts 1996 (as amended) and associated Regulations, Protection of the Environment Act 2003 (as amended with EPA Acts 1992 to 2013) and the Litter Pollution Act 1997 (as amended). All construction waste will be disposed of using suitably authorised waste disposal or materials recovery facilities. Due to the use of licensed waste collection/waste disposal facilities, it is not predicted that the production of waste will cause any likely significant effects on the environment.

Typical waste materials that will be generated from the construction works will include:

- Soil and stones;
- Concrete, bricks, tiles and ceramics;
- Wood, glass and plastics;
- Metals;
- Gypsum-based construction material;
- Paper and cardboard;
- Mixed construction waste; and
- Chemicals (solvents, paints, adhesives, detergents, etc.).

The CEMP (AWN, 2026a) outlines the following with regard to waste:

Waste Minimisation

- *Materials will be ordered on an 'as needed' basis to prevent over supply;*
- *Materials will be correctly stored and handled to minimise the generation of damager materials;*
- *Materials will be ordered in appropriate sequence to minimise materials stored on site;*
- *A waste tracking log will be established;*
- *Sub-contractors will be responsible for similarly managing their wastes; and*

- All wood waste generated by site works will be inspected and examined and will be segregated as re-usable wood and scrap wood waste.

Waste Storage

The main waste storage area will be located in the site compound. A dedicated and secure area containing bins, and/or skips, and storage areas, into which all waste materials generated by construction site activities, will be established within the Proposed Development.

Waste materials generated will be segregated at the site compound, where it is practical. Where the on site segregation of certain waste types is not practical, off-site segregation will be carried out. There will be skips and receptacles provided to facilitate segregation at source. All waste receptacles leaving site will be covered or enclosed. The appointed waste contractor will collect and transfer the wastes as receptacles are filled. There are numerous waste contractors in the Fingal region that provide this service.

The site Resource Manager (RM) will ensure that all staff are informed of the requirements for segregation of waste materials by means of clear signage and verbal instruction. Appointed employees will be made responsible for ensuring good site housekeeping.

The RWMP (AWN, 2026b) outlines the anticipated management of the main waste streams during the construction phase:

Soil, Stones, Gravel & Clay

If material is removed off-site it could be reused as a by-product (and not as a waste). If this is done, it will be done in accordance with Regulation 27 of the European Communities (Waste Directive) Regulations 2011, as amended, which requires that certain conditions are met and that by-product notifications are made to the EPA via their online notification form. Excavated material should not be removed from site until approval from the EPA has been received. The potential to reuse material as a by-product will be confirmed during the course of the excavation works, with the objective of eliminating any unnecessary disposal of material.

If the material is deemed to be a waste, then removal and reuse/recovery/disposal of the material will be carried out in accordance with the Waste Framework Directive (Directive 2008/98/EC), the 'Waste Management Act 1996' as amended, the 'Waste Management (Collection Permit) Regulations 2007' as amended and the 'Waste Management (Facility Permit and Registration) Regulations 2007' as amended. Once all available beneficial reuse options have been exhausted, the options of recycling and recovery at waste permitted and licensed sites shall be considered.

In the event that contaminated material is encountered and subsequently classified as hazardous, this material will be stored separately to any non-hazardous material. It will require off-site treatment at a suitable facility or disposal abroad via Transfrontier Shipment of Wastes (TFS).

Bedrock

While it is not envisaged that bedrock will be encountered, if bedrock is encountered, it is anticipated that it will be not be crushed on site. Any excavated rock is expected to be removed off-site for appropriate reuse, recovery and/or disposal. If bedrock is to be crushed on site, the appropriate mobile waste facility permit will be obtained from FCC.

Silt and Sludge

During the construction phase, silt and petrochemical interception will be carried out on run-off and pumped water from site works, where required. Sludge and silt will then be collected by a suitable licensed contractor and removed off-site.

Concrete Blocks, Bricks, Tiles and Ceramics

The majority of concrete blocks, bricks, tiles and ceramics generated as part of the construction works are expected to be clean, inert material and will be recycled, where possible. If concrete is to be crushed on site, the appropriate mobile waste facility permit will be obtained from FCC.

Hard Plastic

As hard plastic is a highly recyclable material, much of the plastic generated will be primarily from material off-cuts. All recyclable plastic will be segregated and recycled, where possible.

Timber

Timber that is uncontaminated, i.e. free from paints, preservatives, glues, etc., will be disposed of in a separate skip and recycled off-site.

Metal

Metals will be segregated, where practical, and stored in skips. Metal is highly recyclable and there are numerous companies that will accept these materials.

Plasterboard

There are currently a number of recycling services for plasterboard in Ireland. Plasterboard from the construction phases will be stored in a separate skip, pending collection for recycling. The site Manager will ensure that oversupply of new plasterboard is carefully monitored to minimise waste.

Glass

Glass materials will be segregated for recycling, where possible.

Waste Electrical & Electronic Equipment (WEEE)

Any WEEE will be stored in dedicated covered cages/receptacles/pallets pending collection for recycling.

Other Recyclables

Where any other recyclable wastes, such as cardboard and soft plastic, are generated, these will be segregated at source into dedicated skips and removed off-site.

Non-Recyclable Waste

Construction waste which is not suitable for reuse or recovery, such as polystyrene, some plastics and some cardboards, will be placed in separate skips or other receptacles. Prior to removal from site, the non-recyclable waste skip/receptacle will be examined by a member of the waste team to determine if recyclable materials have been placed in there by mistake. If this is the case, efforts will be made to determine the cause of the waste not being segregated correctly and recyclable waste will be removed and placed into the appropriate receptacle.

Asbestos Containing Materials (ACM)

In the event that any asbestos or ACM is found on site it will be removed by a suitable competent contractor and disposed of as asbestos waste before the works begin. All asbestos removal work or encapsulation work must be carried out in accordance with the 'Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010'.

Other Hazardous Wastes

On site storage of any hazardous wastes produced (i.e. contaminated soil if encountered and/or waste fuels) will be kept to a minimum, with removal off-site organised on a regular basis. Storage of all hazardous wastes on site will be undertaken so as to minimise exposure to onsite personnel and the public and to also minimise potential for environmental impacts. Hazardous wastes will be recovered, wherever possible, and failing this, disposed of appropriately.

Waste will also be generated during the operational phase and an OWMP has been produced by AWN (2026c) to ensure that the management of waste during the operational phase of the Proposed Development is undertaken in accordance with the current legal and industry standards. This OWMP aims to provide a detailed plan for the storage, handling, collection, and transport of the wastes generated at the development in a manner that does not present a risk to human health or the environment, or a risk of common waste related nuisance such as litter or

odour. The OWMP is designed to ensure that waste arising from the operational phase of the project is managed to incentivise waste prevention and to encourage the segregation of waste so that it can be managed in accordance with the Waste Hierarchy. Diversion of waste from landfill and waste prevention will be the overarching philosophy adopted. By implementing design and actions outlined in this OWMP, a high level of recycling, reuse and recovery will be achieved at the development in line with European targets. Dry Mixed Recyclables (DMR) and Organic (food) Waste will be segregated at source to reduce the quantity of residual waste materials requiring off-site recovery or disposal.

The OWMP states that there will be 7 no. waste storage areas (WSA), comprising of one shared WSA for blocks A-E, one WSA for the creche unit and one WSA for the commercial units. Receptacles for organic, DMR, glass and mixed non-recyclable (MNR) waste will be provided in the WSA prior to first occupation of the development i.e. prior to the first residential unit or creche/commercial unit being occupied. Tenants in the creche and commercial units will be required to supply their own waste receptacles. Bins for the shared WSAs will be supplied by the facilities management company.

Upon collection, bins from the shared WSAs, the creche WSA and the commercial WSA will be taken directly from the WSAs to the waste truck for emptying by the waste contractor or facilities management, depending on agreement, there will be no temporary staging area associated with the Proposed Development. Bins will be returned to the shared WSAs, creche WSA and commercial WSA immediately following collection in line with the FCC waste byelaws by the waste contractor or facilities management, depending on agreement.

The OWMP will be provided to each resident, commercial and creche tenant from first occupation of the Proposed Development. The OWMP will be supplemented, as required, by the facilities management company with any new information on waste segregation, storage, reuse and recycling initiatives that are subsequently introduced. Training will be provided to the relevant staff on the implementation of the OWMP.

An Engineering Infrastructure Report and Stormwater Impact Assessment (EIR) has been prepared for the Proposed Development by Roger Mullarkey & Associates (2026a). There are no known public foul drainage services on the site. There are existing private foul drainage systems in the surrounding area, but the Proposed Development intends to construct a new foul pumping station on the site to cater for the development with a rising main extending to the Seatown Road roundabout at the R132 Dublin Road.

Water supply for the Proposed Development has been confirmed as feasible by Uisce Éireann (ref: CDS25000867), subject to upgrades. The Proposed Development's drinking water supply connection will be into the existing 150mm Uisce Éireann watermain immediately adjacent to the site boundary on the west side of the site.

Electrical connections will be made by suitably qualified personnel following consultation with the relevant authorities and will be cognisant of subsequent construction works. High voltage connections will be established for heavy duty equipment and site facilities, as required.

Based on the implementation of measures outlined in the CEMP and OWMP, as well as the findings in the EIR it is concluded that the Proposed Development will not result in any significant adverse effects on Transport or Material Assets.

5.13 Interactions

When considering interactions, the assessor has been vigilant in assessing pathways – direct and indirect – that can magnify effects through the interaction. In practice many impacts have slight or subtle interactions with other disciplines. However, it is concluded that most inter-relationships are neutral in impact when appropriate control measures are incorporated into the operation of the Proposed Development.

5.14 Cumulative Effects

Development in the surrounding area that could have the potential to result in cumulative impacts were reviewed from data sources including:

- Fingal County Council website: <https://www.fingal.ie/>
- An Coimisiún Pleanála website, <http://www.pleanala.ie/>; and
- EIA Portal, as provided by the Department of Housing, Planning and Local Government: <https://housinggov.ie/maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

Any planning applications within a 1km radius listed as granted or decision pending from within the last five years (a typical planning application normally remains valid for a five-year period) were assessed for their potential to act in-combination with Proposed Development and cause likely significant effects on the environment. Long-term developments granted outside of this time period were also considered where applicable. Cumulative projects are outlined in Table 5-5 below.

Application Reg. Ref.	Address	Development Proposal	Decision Date
ACP-319866	Off The Coast of Counties Dublin, Meath and Louth	Proposed development known as the North Irish Sea Array ('NISA') Offshore Wind Farm	Live Case No decision as of 05/06/2026
ACP-314724	Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin	Railway (MetroLink – Estuary to Charlemont via Dublin Airport) Order. The proposed development comprises of railway works and all necessary works to enable the construction, operation, maintenance and improvement of a railway designated as a metro including, inter alia, the construction of a fully segregated and automated metro railway mostly underground c. 18.8km in length with 16 no. stations running from north of Swords at Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and the City Centre to Charlemont in the south of Dublin City Centre.	Make Railway Order with Conditions 30/09/2025
ACP-321455	A site fronting the Swords to Malahide Road (R106), Mountgorry, Swords, Co. Dublin	Large-scale residential development: Construction of 123 dwellings and all associated site works.	Grant permission with revised conditions 25/02/2025
ACP-315602	Site at the junction of Forster Way, and Chapel Lane, including the Swords Day Centre for	A mixed-use development that will consist of the demolition of the Swords Day Centre	Grant permission with conditions 16/07/2024

	Senior Citizens (K67 PN72), Swords, Co. Dublin	for Senior Citizens and the development of a mixed-use scheme of 121 apartments, 4 retail units, a Senior Citizens Centre, a commercial car park and all associated site works.	
ACP-310145	Along existing R132 situated between Lissenhall Interchange and Pinnockhill Junction, to the east of Swords Town Centre, Co. Dublin	R132 Connectivity Project, to carry out road alteration works along the R132 at Swords, Co. Dublin	Approve with conditions 20/01/2022

On examination of the above, it is considered that there are no means for the Proposed Development to act in combination with any plans or projects, that would cause any likely significant adverse effects on the surrounding environment. The most significant potential for adverse cumulative effects in combination with other projects in the area is in the potential for water pollution, noise, dust, airborne pollutants and/or vibrations, visual effects and increased traffic. However, the adherence and full implementation of the appropriate control measures will ensure no potential for cumulative effects to arise. Furthermore, any potential effects during the Construction Phase will be temporary and last only for the duration of this phase.

6 CONCLUSION

This EIA Screening Report provides a description of the Proposed Development and the likely significant effects on the environment in line with the EIA Directive, legislation and guidance.

The site is not considered to be a sensitive location. The Proposed Development is considered to be sub-threshold development when viewed against project categories in Schedule 5 of the Planning and Development Regulations 2001 (as amended).

On review of the likely potential environmental effects, it is considered that with the inclusion of appropriate design and standard construction management mitigation measures, the Proposed Development will not likely result in significant effects on the environment.

Having regard to the absence of any significant environmental sensitivities in the area and to the consideration of robust mitigation measures referred to above, it is concluded that the Proposed Development would not be likely to have significant effects on the environment and a mandatory Environmental Impact Assessment Report (EIAR) is not required for the Proposed Development.

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Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Government of Ireland 2018).

Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions (European Communities 1999); and

Institute of Air Quality Management (2014) Guidance on the assessment of dust from demolition and construction.

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APPENDIX 1 THE EIA DIRECTIVE

The European Union Directive 2011/92/EU (as amended by Directive 2014/52/EU (together, the EIA Directive)) was enacted to assess the effects of projects on the environment, and to properly ensure that any potential significant effects are assessed before a project proceeds. Annex I of the EIA Directive defines mandatory projects that require an Environmental Impact Assessment Report (EIAR) and Annex II of the EIA Directive lists projects which do not necessarily have significant effects but can be subject to case-by-case analysis or thresholds to be determined by member states. Section 172 of the Planning and Development Act 2001, as amended, provides the legislative basis for mandatory EIA. It states the following:

“An environmental impact assessment shall be carried out by the planning authority or the Board in respect of an application for consent for proposed development where either —

(a) the proposed development would be of a class specified in —

(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either —

(I) such development [would equal or exceed, as the case may be,] any relevant quantity, area or other limit specified in that Part, or

(II) no quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(ii) Part 2 [(other than subparagraph (a) of paragraph 2)] of Schedule 5 of the Planning and Development Regulations 2001 and either —

(I) such development [would equal or exceed, as the case may be,] any relevant quantity, area or other limit specified in that Part, or

(II) no quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(b) (i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but [does not equal or exceed, as the case may be] the relevant quantity, area or other limit specified in that Part, and

(ii) it is concluded, determined or decided, as the case may be, —

(I) by a planning authority, in exercise of the powers conferred on it by this Act or the Planning and Development Regulations 2001 (S.I. No. 600 of 2001),

(II) by the Board, in exercise of the powers conferred on it by this Act or those regulations,

(III) by a local authority in exercise of the powers conferred on it by regulation 120 of those regulations,

(IV) by a State authority, in exercise of the powers conferred on it by regulation 123A of those regulations,

(V) in accordance with section 13A of the Foreshore Act, by the appropriate Minister (within the meaning of that Act), or

(VI) by the Minister for Communications, Climate Action and Environment, in exercise of the powers conferred on him or her by section 8A of the Minerals Development Act 1940,

that the proposed development is likely to have a significant effect on the environment.”

In some cases, Member States have also established “exclusion” or “negative” lists specifying thresholds and criteria below which EIA is never required or below which a simplified EIA procedure applies. There may be exceptions to the negative thresholds, for example, for projects in defined sensitive locations. Such exceptions will

apply in the case of Habitats Directive 92/43/EEC (as amended) assessments. The use of exclusion lists, defining thresholds below which EIA is never required, is very limited in the EU Member States.

APPENDIX 2 SUB-THRESHOLD DEVELOPMENT

Sub-threshold development may still require an EIA process to be completed. The most important element to address in the possible assessment of a sub-threshold development and its requirement for an EIA is the likelihood of a project having any significant effects on the environment. Annex III of the EIA Directive sets out criteria to determine whether the projects listed in Annex II should be subject to an environmental impact assessment.

It is also set out in Schedule 7 to the Planning and Development Regulations, 2001 as amended. Within Schedule 7A, information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA includes:

1. A description of the proposed development, including in particular –
 - (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and
 - (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from –
 - (a) the expected residues and emissions and the production of waste, where relevant, and
 - (b) the use of natural resources, in particular soil, land, water and biodiversity.
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

APPENDIX 3 SCHEDULE 7

Within Schedule 7 of the Planning and Development Regulations, the characteristics under which a project must be considered to determine if an EIA is required includes:

1. Characteristics of projects
 - (a) the size and design of the project;
 - (b) cumulation with other existing and/or approved projects;
 - (c) the use of natural resources, in particular land, soil, water and biodiversity;
 - (d) the production of waste;
 - (e) pollution and nuisances;
 - (f) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; and
 - (g) the risks to human health (for example due to water contamination or air pollution)

2. Location of projects

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:

- (a) the existing and approved land use;

- (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
- (c) the absorption capacity of the natural environment, paying attention to the following areas:
 - (i) wetlands, riparian areas, river mouths;
 - (ii) coastal zones and the marine environment;
 - (iii) mountain and forest areas;
 - (iv) nature reserves and parks;
 - (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;
 - (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;
 - (vii) densely populated areas; and
 - (viii) landscapes and sites of historical, cultural or archaeological significance.

3. Type and characteristics of the potential impact

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account:

- (a) the magnitude and special extent of the impact (for example geographical area and size of the population likely to be affected);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact;
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the expected onset, duration, frequency and reversibility of the impact;
- (g) the cumulation of the impact with the impact of other existing and/or approved projects; and the possibility of effectively reducing the impact.

APPENDIX 4 METHODOLOGY AND GUIDANCE

The following guidance documents were used to develop the approach to the environmental impact assessment screening appraisal.

- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (EPA May 2022);
- Environmental Assessments of Plans, Programmes and Projects – Rulings of the Court of Justice of the European Union (European Union 2017);
- Environmental Impact Assessment of Projects – Guidance on Scoping (Directive 2011/92/EU as amended by 2014/52/EU) (European Union 2017);
- Guidance of Integrating Climate Change and Biodiversity into Environmental Impact Assessment (European Union 2013);

- Environmental Impact Assessment of Projects – Guidance on the preparation of the Environmental Impact Assessment Report (European Union 2017);
- European Commission 2017. Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU);
- EU Commission Guidance on Interpretation of definitions of project categories of annex I and II of the EIA Directive (2015);
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Government of Ireland 2018);
- Key Issues Consultation Paper on the Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems; (Department of Housing, Planning, Community and Local Government 2017);
- Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions (European Communities 1999);
- Implementation of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (European Communities 2003); and

Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note (2021).



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